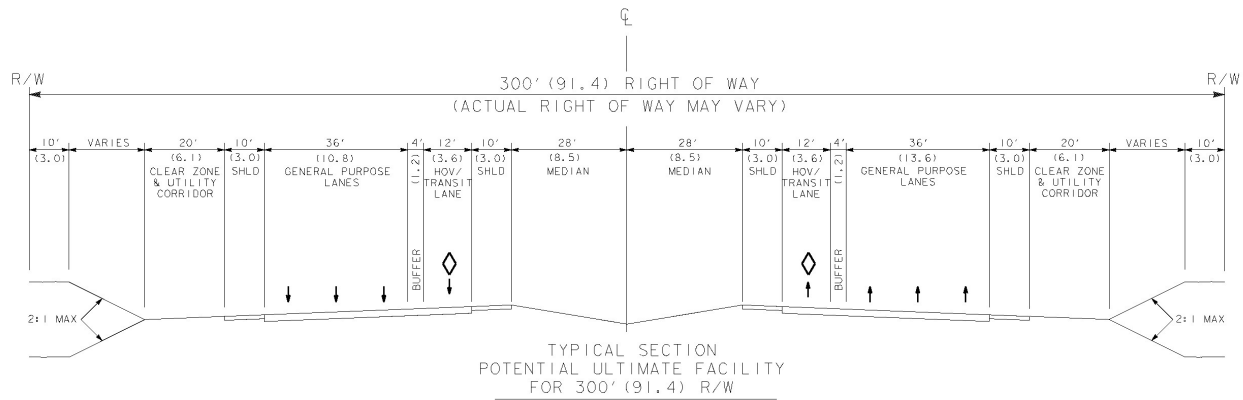


Figure C-4 Conceptual CETAP Transportation Corridor Cross-Section



Property Owner Coordination

If a property owner proposes to develop property within the path of or adjacent to one of the alignments, the Riverside County Transportation Department will notify the applicant at an early stage so that coordination can occur. Discussions will be held with the property owner/applicant to identify the current status of that particular alignment and the extent to which property needs to be reserved for the alignment or potential interchanges. An assessment of the potential desire for designing the development around the right-of-way, potential dedication of property, and/or acquisition of property will be discussed with the property owner. The County may, depending upon the specific circumstances, require dedication of up to the full width of the right-of-way for designated corridors.

Policies:

- C 7.1 Work with incorporated cities to mitigate the cumulative impacts of incorporated and unincorporated development on the countywide transportation system. (AI 2, 49, 50)
- C 7.2 Work with property owners to reserve right-of-way for potential CETAP corridors through site design, dedication, and land acquisition, as appropriate. (AI 3, 10, 52, 54)
- C 7.3 Incorporate the Regional Transportation Plan, the Riverside County Congestion Management Program, and the Riverside County Short- and Long-Range Transit Plans into the Circulation Element, and encourage the active participation of Caltrans in the design of state highway capital improvement projects. (AI 49, 50, 51)
- C 7.4 Coordinate with transportation planning, programming and implementation agencies such as Caltrans, Riverside County Transportation Commission, Western Riverside Council of Governments, Coachella Valley Association of Governments, and the cities of Riverside County on various studies relating to freeway, high



A **high-occupancy vehicle** (or HOV) is a vehicle that can carry two or more persons. Examples include buses, vans and carpools.

A **high-occupancy vehicle lane** (or HOV lane) is an exclusive road or travel lane limited to buses, vanpools and carpools on freeways, highways and city arterial streets.

A **high-occupancy toll** (or HOT) is a toll or increased toll charge imposed upon vehicles which have less than the specified number of required passengers for a particular road or highway.



occupancy vehicle/high occupancy toll lanes, and transportation corridor planning, construction, and improvement in order to facilitate the planning and implementation of an integrated circulation system. (AI 50)

- C 7.5 Partner with government agencies and authorities to provide for improvements and alternative transportation corridors to Orange County. (AI 50)
- C 7.6 Collaborate with all incorporated cities and all adjacent counties to implement and integrate right-of-way requirements and improvement standards for General Plan roads that cross jurisdictional boundaries. Detailed procedures have been developed and include the following:
- For development under the County jurisdiction but within the sphere of influence (SOI) of a city having roadway standards different from the County, city and County staff will cooperate and agree on a reasonable choice of design standards for the particular circumstances involved, and negotiate logical transitions from city to County standards.
 - In general, for such development under County jurisdiction but within the SOI of an incorporated jurisdiction, city standards should apply if the staffs concur that annexation to the City will logically occur in the short to intermediate range future. Where annexation seems doubtful into the long-term future, County standards should apply.
 - Transition areas at meeting points of roadways designed to differing city and County standards or differing functional classifications should be individually designed to facilitate satisfactory operational and safety performance. Further, the County should update the road standards to reflect the intent of this policy and standards agreed upon by the County and other local agencies. (AI 4, 50)
- C 7.7 Review development applications in cooperation with RCTC and as appropriate, to identify the precise location of CETAP corridors and act to preserve such areas from any permanent encroachments, pending dedication or acquisition. (AI 50)

System Financing

One of the most important considerations to achieve a viable multi-modal transportation system is financing. Funding priorities must be developed and innovative financing must be designed to ensure that the transportation system is implemented over the next 20 years.

Discretionary roadway improvement funds should be allocated to enhance mobility and promote convenient, safe, and efficient transport of people, goods and materials. This can be accomplished through continued development of a "Transportation Improvement Program" for local road and bridge improvements